

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 6, 2011

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: JIM MASLANKA, CHIEF OF TRANSIT SERVICES

SUBJECT: AGENDA ITEM #2 - CONSIDERATION OF A PROPOSED DESIGN
FOR THE KING STREET ACCESS IMPROVEMENTS

ISSUE: Consideration of a design to rebuild areas adjacent to the King Street Metrorail station to improve access to all users of the facility.

RECOMMENDATION: That the City's Transportation Commission and the general public provide inputs for a proposed redesign of areas adjacent to the King Street Metrorail station that will improve pedestrian, bicycle, and vehicular access to the facility.

DISCUSSION: The transit needs for the King Street Metrorail station have outstripped the capacity of the existing facility to accommodate them. The City of Alexandria is conscious of these inadequacies and had a consultant of the Washington Metropolitan Area Transit Authority (WMATA) do a study of how access could be improved at the facility. This study was completed in August, 2008 and indicated that a series of measures were necessary to improve access to the station. These included providing more bus boarding locations, providing assigned areas for shuttles, improving kiss-and-ride facilities, and improving pedestrian flow at the station. An initial design was developed and preliminary cost calculations were determined for this site design. Based upon these cost estimates, the City assembled CMAQ and RSTP funds to fund these improvements.

After the City had assembled funding for the project, in 2010, it held community meetings to solicit input regarding the initial design. Several comments were raised which indicated that the design needed to have significant modifications to enhance pedestrian access. The City's Departments of Transportation and Environmental Services and Planning and Zoning developed modifications to this design to address the input received in the community meetings. The revised design was reviewed by the general public and was generally found to be acceptable. In the meantime, this project was taken on by WMATA as a cost-reimbursable project, and WMATA employed one of its on-call consultants to determine whether the City's design was feasible. The design presented here is the result of this analysis. We want to elicit the responses of the general public and the Transportation Commission before the plan goes into final engineering.

Following is a schematic drawing of the plan:



- Current Design Features
 - Parking for 10 buses
 - All bus bays are 70'
 - The placement of bus bays has been arranged to provide the shortest and most direct path through the bus loading area for pedestrians coming from the east.
 - Existing curb lines have been maintained as much as possible.
 - Maintains 12' sidewalk from the Carlyle concourse to the King St station
 - Provides a 2' knee wall suitable for seating at slope along the sidewalk to Carlyle
 - Maintains a minimum of 6' landing strip between the Carlyle sidewalk and the busway
 - Provides wide sidewalks on King Street (varies) and along Diagonal (20 feet) which will be constructed of brick set in concrete as is done in the rest of Old Town.

- Sidewalks within the station will be constructed of another type of material, such as imprinted concrete.
- This design will provide parking locations for several types of bicycles, used by riders going to the station:
 - Short term bicycle parking
 - Long term bicycle parking
 - Bike share parking
- Dedicated areas will be supplied for:
 - Taxis
 - Shuttles
 - Short-Term car rentals (i.e. Zip Cars)
 - Kiss- and-Riders
 - Includes possible use of a rain garden storm water feature, as generally depicted
- Kiss and Riders will be required to travel in a clockwise direction around the designated kiss-and-ride area and will be prevented from taking a left turn at the exit, by a median barrier.
- Some existing large trees will be saved and used by this redesign.
- A triangular landscape area will be constructed of permeable concrete and small caliper trees, and will have some seating within it.
- Space is assigned for a future relocated Old Town Transit Store.